

Appln. No.: 10/019,919  
Amendment Dated: September 29, 2003  
Reply to Office action of 05/29/2003

**THE ABSTRACT**

Please substitute the attached one page abstract for the abstract previously filed. A separate page containing the amended abstract is attached to the enclosed substitute specification for replacement as required under 37 CFR 1.72. The abstract has been amended in the following manner and contains no new matter:

A disc brake system ~~[[ (10) ]]~~ of the kind comprising an axially fixed hub ~~[[ (15) ]]~~ and at least one slideable brake disc ~~[[ (12,14) ]]~~ comprises a resilient device means ~~(26)~~ acting between the disc (12,14) and the hub ~~[[ (15) ]]~~ to control certain aspects of the movement of the brake disc ~~[[ (12,14) ]]~~ during use. Despite the thermal differential ~~[[ (A) ]]~~ arising in use between the brake disc ~~[[ (12,14) ]]~~ and the central hub ~~[[ (15) ]]~~ due to the ~~localised~~ localized heat generation ~~[[ (E) ]]~~ of the ~~spot-type automotive brake system~~ system ~~[[ (10) ]]~~ and the mass and thermal capacity differences between the hub ~~[[ (15) ]]~~ and the brake disc ~~[[ (12,14) ]]~~, whereby the hub would be expected to provide a more satisfactory mounting, the resilient device means ~~(26)~~ acting between the disc ~~[[ (12,14) ]]~~ and the hub to control the disc dynamics is mounted on the disc (12,14), ~~this leading to advantages in terms of. Such provides independence of the resilient bias with respect to disc position and disc [[ (12,14) ]]~~ relationship to another disc (if present) and with respect to simplicity of mounting and avoidance of dirt entrapment.